

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: CSSTP-0007-00(413) Laurens **OFFICE:** Engineering Services
P.I. No.: 0007413
Hillcrest Parkway Widening **DATE:** October 3, 2011

FROM: Ronald E. Wishon, State Project Review Engineer *REW*

TO: Bobby K. Hilliard, PE, State Program Delivery Engineer
Attn.: Bruce Anderson

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES


The VE Study for the above project was held August 8-11, 2011. Responses were received on September 30, 2011. Recommendations for implementation of Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project.

ALT #	Description	Potential Savings/LCC	Implement	Comments
1.0	Eliminate proposed curb cut for Sundry Properties, Inc. parcel on Hillcrest Parkway	(\$2,000) Cost increase	Yes	This will be done.
2.0	Close King Edward Drive onto Hillcrest Parkway	\$3,000	Yes	This will be done.
3.0	Maintain existing Shamrock Drive and convert to right-in/right-out	\$111,111	No	The City of Dublin has a fire station located on Shamrock Drive. If Shamrock Drive is converted to a right-in/right-out only, the fire department estimates an increase of 3 to 5 minutes in response time for emergency calls to the east of the intersection.
4.0	Interconnect and synchronize all traffic signals	(\$90,000) Cost Increase	Yes	This will be done.
5.0	Eliminate center turn lane between Industrial Boulevard and US 80	\$280,000	Yes	This will be done.

6.0	Use 11-foot travel lanes	\$425,000	No	This recommendation no longer applies since it will be incorporated into Alt # 8.0.
7.0	Use 12-foot center two-way turn lane	\$212,000	No	This recommendation no longer applies since it will be incorporated into Alt # 8.0.
8.0	Use 11-foot travel lanes and 12-foot center, two-way turn lane	\$648,000	Yes	This will be done.
9.0	Improve alignment of the US 80/Hillcrest Parkway intersection	(\$10,000) Cost increase	No	The potential cost increase appears to be low – it only includes increased ROW costs and it does not include any cost increases for grading and additional full depth paving. The design team has calculated an additional \$143,000 in costs to implement this recommendation.
10.0	Eliminate right turn lane at the Hillcrest Parkway/Industrial Boulevard intersection	\$18,000	Yes	This will be done.

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:


Gerald M. Ross, PE, Chief Engineer

Date:

10/3/11

REW/LLM
Attachments

c: Russell McMurry
Bobby Hilliard/Mike Haithcock/Bruce Anderson
Jimmy Smith/George Brewer/Renee Decker/Jim Kitchings/Lynn Bean
Ken Werho
Lisa Myers
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE



FILE: CSSTP-0007-00(413) Laurens Co.
P.I. No.: 0007413
Widening of Hillcrest Parkway From
Industrial Boulevard to US 441

OFFICE: Program Delivery

DATE: September 27, 2011

FROM: Bobby K. Hilliard, PE, State Program Delivery Engineer

TO: Ronald E. Wishon, State Project Review Engineer
Attn.: Lisa Myers

SUBJECT: RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES

Attached are the responses for the Value Engineering Study. This office concurs with the responses.

If you have any questions, please contact Bruce Anderson, Project Manager at (478) 538-8595.

BKH:GMB:ba
c: Russell McMurry

THOMAS & HUTTON ENGINEERING CO.

50 PARK OF COMMERCE WAY

POST OFFICE BOX 2727

SAVANNAH, GEORGIA 31402-2727

TELEPHONE (912) 234-5300

FAX (912) 234-2950

September 22, 2011

Ms. Renee' Decker
District 2 Design
Georgia Department of Transportation
Post Office Box 8
Tennille, Georgia 31089

Re: CSSTP-0007-00(413), Laurens County
Widening of Hillcrest Parkway From
Industrial Boulevard to US 441
P. I. No. 0007413
Value Engineering Study Report Response

Dear Ms. Decker:

On behalf of our client, the City of Dublin, we are happy to submit the following responses to the Value Engineering Study Report Recommendations dated August 23, 2011:

Recommendations:

VE Alternative 1.0 – Eliminate proposed curb cut for Sundry Properties, Inc. parcel on Hillcrest Parkway

The total potential cost increase if accepted is \$2,000.00

➤ VE Alternative 1.0 is accepted.

VE Alternative 2.0 – Close King Edward Drive onto Hillcrest Parkway

The total potential savings if accepted is \$3,000.00

➤ VE Alternative 2.0 is accepted.

VE Alternative 3.0 – Maintain existing Shamrock Drive and convert to right-in/right-out

The total potential savings if accepted is \$111,000

The current plans show realignment/relocation of Shamrock Drive to the east to accommodate left and right turns onto Hillcrest Parkway, as well as a through movement to access businesses on the south side of Hillcrest Parkway.

The recommendation would be to maintain the existing alignment along Shamrock Drive and provide only right-in/right-out movements and eliminate the through movement that crosses Hillcrest Parkway.

➤ VE Alternative 3.0 is not accepted.

The City of Dublin has a fire station located on Shamrock Drive. If Shamrock Drive is converted to a right-in/right-out only, the fire department estimates an increase of three to five minutes in response times for emergency call to the east of the intersection (See attached letter from the City of Dublin Fire Department). The fire department would also like to see the intersection of Hillcrest Parkway and Shamrock Drive signalized with pre-emption so that the intersection could be cleared when emergency vehicles arrive. To accomplish this, it is proposed to relocate the Shamrock Drive intersection further to the east to increase the distance from the US 80 intersection to approximately 700'.

VE Alternative 4.0 – Interconnect and synchronize all signals

The total potential cost increase if accepted is \$90,000.00

- VE Alternative 4.0 is accepted

VE Alternative 5.0 – Eliminate center turn lane between Industrial Boulevard and US 80

The total potential savings if accepted is \$280,000.00

- VE Alternative 5.0 is accepted

VE Alternative 6.0 – Use 11-foot travel lanes

The total potential savings if accepted is \$425,000.00

- VE Alternative 6.0 is not accepted stand alone. It will be accepted as part of VE Alternative 8.0.

VE Alternative 7.0 – Use 12-foot center two-way turn lane

The total potential savings if accepted is \$212,000.00

- VE Alternative 7.0 is not accepted stand alone. It will be accepted as part of VE Alternative 8.0.

VE Alternative 8.0 – Use 11-foot travel lanes and 12-foot center, two-way turn lane

The total potential savings if accepted is \$648,000.000

This alternative is the combination of alternatives 6.0 and 7.0

- VE Alternative 8.0 is accepted.

VE Alternative 9.0 – Improve alignment of the US 80/Hillcrest Parkway Intersection

The total potential cost increase if accepted is \$10,000

The proposed intersection of Hillcrest Parkway at US 80 utilizes a 300' radius along Hillcrest Parkway across US 80 and a 600' radius along Hillcrest Parkway just east of the US 80 intersection. The use of the 300' radius through the intersection currently warrants a Design Exception for Horizontal Alignment (300' radius) and for Super-elevation Rate (elimination of super-elevation through the intersection in order to match the cross profile grade of US 80 and not force significant reconstruction of the major US 80 route).

The proposed alternative increased the 300' radius along Hillcrest Parkway across US 80 to a 1,200' radius and to increase the 600' radius along Hillcrest Parkway just east of US 80 to a 900' radius.

➤ VE Alternative 9.0 is not accepted.

The potential cost increase of \$10,000 for this alternate is low. The cost only includes the increase in right-of-way for the alternate. It does not include any costs for the increase in grading or additional full depth paving.

After reviewing the alignment that the study team developed we have calculated the right-of-way cost increase to be approximately \$55,000 and an additional cost increase of \$30,000 for additional full depth paving along Hillcrest Parkway. Other items that would be impacted by this alternate include a wall between two parcels that have a large grade difference, the relocation of an internal roadway, additional earthwork and increases in the grades of two driveways which increase the cost of this alternate another \$58,000. The additional right-of-way cost does not include potential damage to businesses related to loss of parking and other cost to cure items.

The total cost increase to the project that we calculated is \$143,000 over the baseline concept. The quantities and associated costs are shown on the attached spreadsheet.

VE Alternative 10.0 – Eliminate right turn lane at the Hillcrest Parkway/Industrial Boulevard Intersection

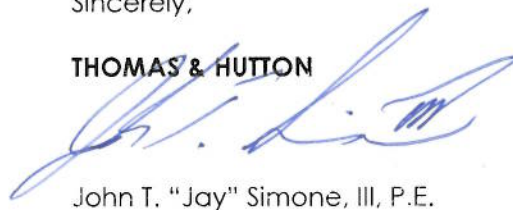
The total potential savings if accepted is \$18,000

➤ VE Alternative 10.0 is accepted.

If there are any further questions or if any additional information is needed, please contact our office at (912) 234-5300.

Sincerely,

THOMAS & HUTTON



John T. "Jay" Simone, III, P.E.

JTS/kts

Attachments

cc: Mr. George Roussel, City of Dublin
Mr. Wayne McCary, City of Dublin
Mr. Bruce Anderson, GDOT



City of Dublin

FIRE DEPARTMENT
Robert T. Drew, Chief

P. O. Box 690
Dublin, Georgia 31040

478-277-5030
Fax 478-277-5095
drewrfire@dlcga.com

September 13, 2011

Mr. George Roussel, City Manager
P.O. Box 690
Dublin, GA 31020

Dear Mr. Roussel,

The recommendation from GDOT to eliminate us from making a left turn off of Shamrock onto Hillcrest would be detrimental for us. There proposal would cause us to take a time consuming alternate route to any emergency call East of this intersection and to the North Dublin area. It could possibly increase our response time by an additional three to five minutes.

I think the best solution would be the adding of a traffic light equipped with a control that would allow the intersection to be cleared for a left turn so the fire trucks would not be delayed.

If any further information is need, please advise.

Sincerely,

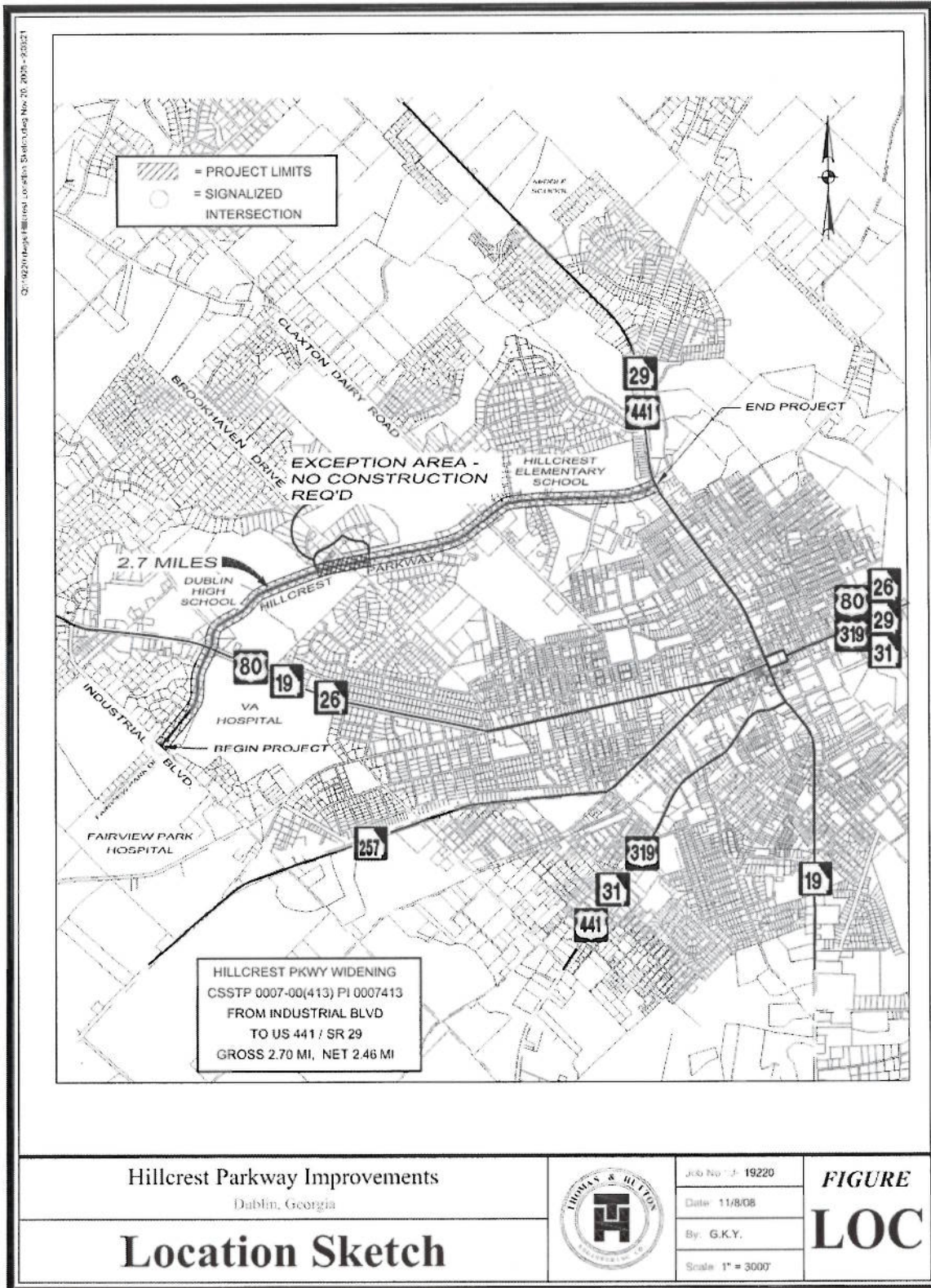
Robert T. Drew

Costs from VE Report

CONSTRUCTION ELEMENT Description	Unit	BASELINE CONCEPT			Alternative Concept		
		Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
RIGHT-OF-WAY ITEMS							
Land(Fee Simple) - Light Commerical	SF	30,050	\$2.75	\$82,638	34,830.00	\$2.75	\$95,783
Permanent Easement Slope - Light Commerical	SF	20,260	\$1.38	\$27,959	13,490.00	\$1.38	\$18,616
RIGHT-OF-WAY SUBTOTAL				\$110,596			\$114,399
RIGHT-OF-WAY MARK-UP	150.56%			\$166,514			\$172,239
RIGHT-OF-WAY TOTAL				\$277,110			\$286,637
TOTAL				\$277,110			\$286,637
TOTAL (Rounded)				\$277,000			\$287,000
					SAVINGS		(\$10,000)

Actual Costs for Alternative Concept

CONSTRUCTION ELEMENT Description	Unit	BASELINE CONCEPT			Alternative Concept		
		Quantity	Cost/Unit	Total	Quantity	Cost/Unit	Total
RIGHT-OF-WAY ITEMS							
Land(Fee Simple) - Light Commerical	SF				36,544.00	\$2.75	\$100,496
Permanent Easement Slope - Light Commerical	SF				23,393.56	\$1.38	\$32,283
RIGHT-OF-WAY SUBTOTAL							\$132,779
RIGHT-OF-WAY MARK-UP	150.56%						\$199,912
RIGHT-OF-WAY TOTAL							\$332,691
PAVING ITEMS							
12.5mm Superpave (1.5")	TN				97	\$70.00	\$6,790
19mm Superpave (2")	TN				129	\$70.00	\$9,030
25mm Superpave (5")	TN				321	\$68.00	\$21,828
GAB (10")	SY				1161	\$19.00	\$22,059
PAVING TOTAL							\$59,707
EARTHWORK							
In Place Embankment	CY				1445	\$6.60	\$9,537
EARTHWORK TOTAL							\$9,537
RETAINING WALL ITEMS							
Class B Conc, Retaining Wall	CY				45	\$403.00	\$18,135
TOTAL							\$420,070
TOTAL (Rounded)							\$420,000
					SAVINGS		(\$143,000)



PRECONSTRUCTION STATUS REPORT FOR PI:0007413

PROJ ID : 0007413
COUNTY : Laurens
LENGTH (MI) 2.76
PROJ NO.: CSSTP-0007-00(413)
PROJ MGR: Anderson, Bruce G.
AOHD Initials: MAH
OFFICE: Program Delivery
CONSULTANT: Local Design, Local PE funds
SPONSOR : Dublin
DESIGN FIRM: Thomas & Hutton Engineering Co.

HILLCREST PARKWAY FM CR 493/INDUSTRIAL BLVD TO SR 31/US 441
MPO: Not Urban
TIP #:
MODEL YR :
TYPE WORK: Widening
CONCEPT: WIDEN & RECONST
PROG TYPE: Reconstruction/Rehabilitation
Prov. for ITS: N
BOND PROJ :

PRIORITY CODE:
DOT DIST: 2
CONG. DIST: 8
BIKE: N
MEASURE: E
NEEDS SCORE:
BRIDGE SUFF:

MGMT LET DATE :
MGMT ROW DATE : 11/16/2012
BASELINE LET DATE : 3/26/2015
SCHED LET DATE : GDOT Let
WHO LETS? :
LET WITH :

PROGRAMMED FUNDS				STIP AMOUNTS			
BASE START	BASE FINISH	LATE START	LATE FINISH	Activity	Approved	Proposed	Cost
5/29/2009	8/7/2009	12/8/2011	12/17/2009	PE	LOCL	LOCL	1,802,013.16
6/12/2009	6/12/2009	12/8/2011	7/28/2010	PE	2011	2011	50,000.00
6/15/2009	8/7/2009	12/8/2011	10/13/2011	ROW	LOCL	LOCL	8,900,000.00
8/7/2009	8/7/2009	12/8/2011	3/23/2011	UTL	LOCL	LOCL	6,177,036.00
5/25/2009	7/8/2009	10/13/2011	6/1/2010	CST	LRI	LRI	8,079,524.27
8/24/2009	8/24/2009	1/19/2012	8/1/2007				
3/19/2010	3/19/2010	7/26/2012	11/1/2006				
2/16/2010	2/16/2010	10/23/2014	11/15/2006				
1/2/2012	6/15/2012	5/9/2014	11/7/2007				
4/19/2010	4/19/2010	8/24/2012	5/23/2008				
4/20/2010	8/9/2010	8/27/2012					
8/10/2010	10/8/2010	12/17/2012					
5/26/2010	5/28/2010	10/2/2012					
1/8/2010	12/3/2010	3/15/2013					
3/14/2011	3/25/2011	7/19/2013					
5/31/2010	7/18/2011	10/5/2012					
8/16/2011	8/16/2011	12/2/2013					
8/24/2011	9/6/2011	12/10/2013					
NO BRIDGE REQUIRED				District Comments			
Design: (T&H) Need Perm Typ Sel Rpt & VE for Concept Apprv				5/2/06 Initial Conc Team Mtg			
EIS: CENotApprv/Not on Sched R/W/Updated 7-18-2011(JK)				10/5/10 Internal PE will be requested after STIP approval			
LGPA: PMA SGN DUBLIN DO PE & UTIL/ROW & CST TO BE DONE PER FUTURE AGREEMENTS 10-5-05.				10/19/10 Consultant is making corrections to concept report			
Programming: ADDED BY PNRC 5-05(IN-HOUSE PE ADDED \$50K 2-11-2010				8/8/11 & 8/11/11 VE Study Overview Meetings			
Utility: Need 1st sub. plans from PM 7/18/2011							
EMG: RECS/REHAB (WIDENING); PE BY LOCAL							
Engr Services: VE Report Distributed Aug 24, 2011; waiting on responses							
Prel. Parcel CT: 93				Acquired by: LOC			
Under Review: Options - Pending:				Acquisition MGR:			
Released: Condemnations- Pend:				R/W Cert Date:			
				DEEDS CT:			